

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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Krumovo Airfield (The following descriptions are keyed to Appendix A based on a freehand drawing)

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1. The Krumovo-Asenovgrad railroad passes through the Krumovo Airfield installation. The section of the airfield situated east of the railroad is approximately 2000 x 2000 meters in size. It is bounded on the east by Chaya stream, on the south by an artificial canal, and on the west and north by meadows.
2. Only barracks and buildings of the Air Supply Battalion, designation unspecified, are west of the railroad tracks.
3. There is a railroad station (Figure 7), about 150 meters from the field. Spur lines (Figure 3), go from the station to within 80 meters of the headquarters building (Figure 17), and to within 20 meters of the repair shop (Figure 12). Gasoline cars are taken to the end of the latter spur where the gasoline is loaded onto gasoline transport trucks and taken to the depots (Figure 13). There are two sidings (Figure 2).
4. The airfield can also be approached from the west by an estimated 1.5 kilometer gravel road which connects with the Plovdiv-Asenovgrad highway.

Airfield Conditions

5. The airfield has no hangars. Planes are parked on the western side of the field and are covered with canvas.
6. There is a 1000 x 300-400 meter area (Figure 26) at the southeast corner of the airfield where a large number of 15 x 3-4 x 3 meter bunkers have been built.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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The bunkers are 10-15 meters apart and act as "camouflaging" for planes parked between them. A permanent observation tower (Figure 27) is on the eastern side of this area.

7. There is no concrete runway at the airfield. As the surface of the field is sandy, it absorbs water quickly and the field does not become muddy in winter. There are no hazardous obstructions near the airfield.
8. Weather conditions are good the year round. There is mist on rare occasions in spring and autumn. As the northwest wind prevails, take-offs are usually southeast to northwest.
9. In 1947, airfield traffic was controlled by signal cartridges, white for "all clear" and red for a "wave off." Landing direction was indicated by an oilcloth "T". Kerosene pots are used to light the field for night flights.

Airfield Installations

10. Airfield headquarters are located in a 15 x 6 meter 1-story wooden building (Figure 17), on the western side of the field. Headquarters of the Air Supply Battalion are in a 10 x 6 meter 1-story wooden building (Figure 9).
 11. There are five 1-story, 50 x 6 meter barracks as follows:
 - a. Figure 21, houses airfield personnel;
 - b. Figure 8 and 22, houses Air Supply Battalion personnel; and
 - c. Figure 6 and 11, are unused barracks buildings.
- There is no control tower. The flight control officer is located in a stone building (Figure 18).
12. The infirmary, telephone center, radio room and meteorological station are located in a 20 x 6 meter wooden shed (Figure 23). There is a special direct telephone line joining the Plovdiv and Krumovo airfields. The airfield also has an inter-communication system. In addition to two fixed radios, there is a portable set mounted on a radio car which is used for flight instructions.
 13. Electricity is supplied to the airfield from Asenovgrad.
 14. There is an ordnance depot located in a 20 x 6 meter 1-story wooden building (Figure 25) on the south side of the airfield. There are two quartermaster's depots, one near the ordnance depot (Figure 24), and the other west of the railroad tracks (Figure 10).
 15. There is a repair shop (Figure 12) located in a 15 x 10 meter 1-story building on the northwest edge of the airfield. Six or seven civilians are employed here to do small repair work. Engine repair work is not done at the field although there are three World War II repair cars there equipped with the necessary tools. These cars are sealed in the garage (Figure 4) which can only be opened on orders of the "Air Force Commander." 25X1
 16. There are three or four underground gas tanks (Figure 13). [redacted] oil is stored in barrels stacked in the open on the east side of the field (Figure 16).
 17. Water is stored in a depot (Figure 19). There is also a mess hall (Figure 20) and a shed (Figure 5), the exact use of which is unknown [redacted] 25X1

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18. In 1947, there were no air raid warning measures taken. There were two sirens which were kept in the depot. The airfield is not surrounded with barbed wire. Guards are on duty at the ordnance depot, parachute depot (Figure 15), entrance gate, arms repair shop (Figure 14), airfield headquarters, fuel depots (position shown as Figure 1), and about the planes. Bunkers surrounding the various buildings "camouflage" them.
19. In early 1947 there were about 180 twin-engine Soviet "Petlekov" and German "Uragan" bombers stationed at Krumovo field. In order to conceal these from the Allies, they were being sent to Yugoslavia. By the end of 1947 there were 30-40 planes at Krumovo field.

Balchik Airfield

20. In 1946 the headquarters of the airfield and the air training battalion was located at Levski village (sic) located 500-600 meters west of the Balchik Airfield. This installation consisted of the following buildings:

- a. A 3-story barracks accommodating "12 companies";
- b. A barracks for airfield guards;
- c. A depot; and
- d. A garage.

Plovdiv Airfield (See Appendix B based on a freehand drawing made [redacted] 25X1

21. The airfield has a grass surface and becomes too muddy in rainy weather for planes to land.
22. There is a prevailing northwest wind at this airfield. There are no frequent adverse weather conditions.
23. In 1947, the airfield had the following installations, keyed to Appendix B:
 1. Guard house.
 - 2,4,6,7,8 and 10. Buildings measuring 10-20 meters, including barracks and a hospital (exact disposition not known)
 3. A 2-story, 30 x 10 meter headquarters building of the 2 and 5 Air Regiments.
 5. Sentry house.
 9. Hangar, 40 x 25 meters.
 11. Repair shop, 40 x 15 meters, equipped for motor repairs.
 12. Garage, 35 x 10 meters.
 13. "Aleksandŭr Stamboliyski" State farm.

Air Force Units

24. In January 1953, [redacted] the 25X1
2 Fighter Regiment and the 5 Bomber Regiment are stationed at the Plovdiv Airfield.
25. [redacted] a parachute battalion is 25X1
stationed near Stara Zagora.

Air Force Uniforms (Date of Observation: March 1953)

26. Enlisted men wear dark blue heavy serge breeches and tunics with closed-type collars. They have dark blue serge field caps and overcoats. They have caps of thin dark blue material for daily wear. They wear black boots.

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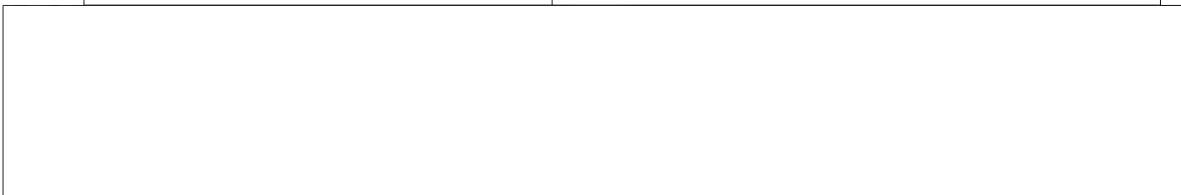
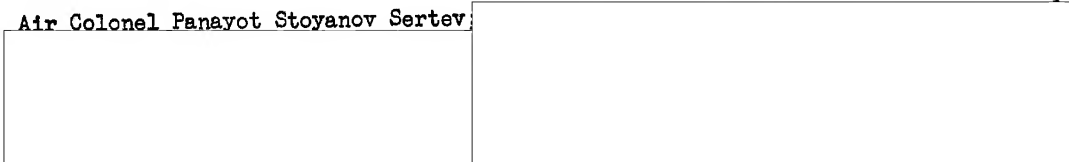
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27. Officers' field training uniforms consist of breeches, closed-type tunic and overcoat of dark blue serge. Their daily uniform consists of dark blue light weight trousers and open type jacket, white shirt, light brown belt, high black boots, black tie and blue cap. They also have black dress trousers and light blue serge dress overcoats.
28. Enlisted men's grades are shown on blue serge epaulets, and officers' ranks on gold epaulets. Air Force personnel have a "butterfly" insignia on their caps.

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Air Force Personnel

29. Air Colonel Panayot Stoyanov Sertev;



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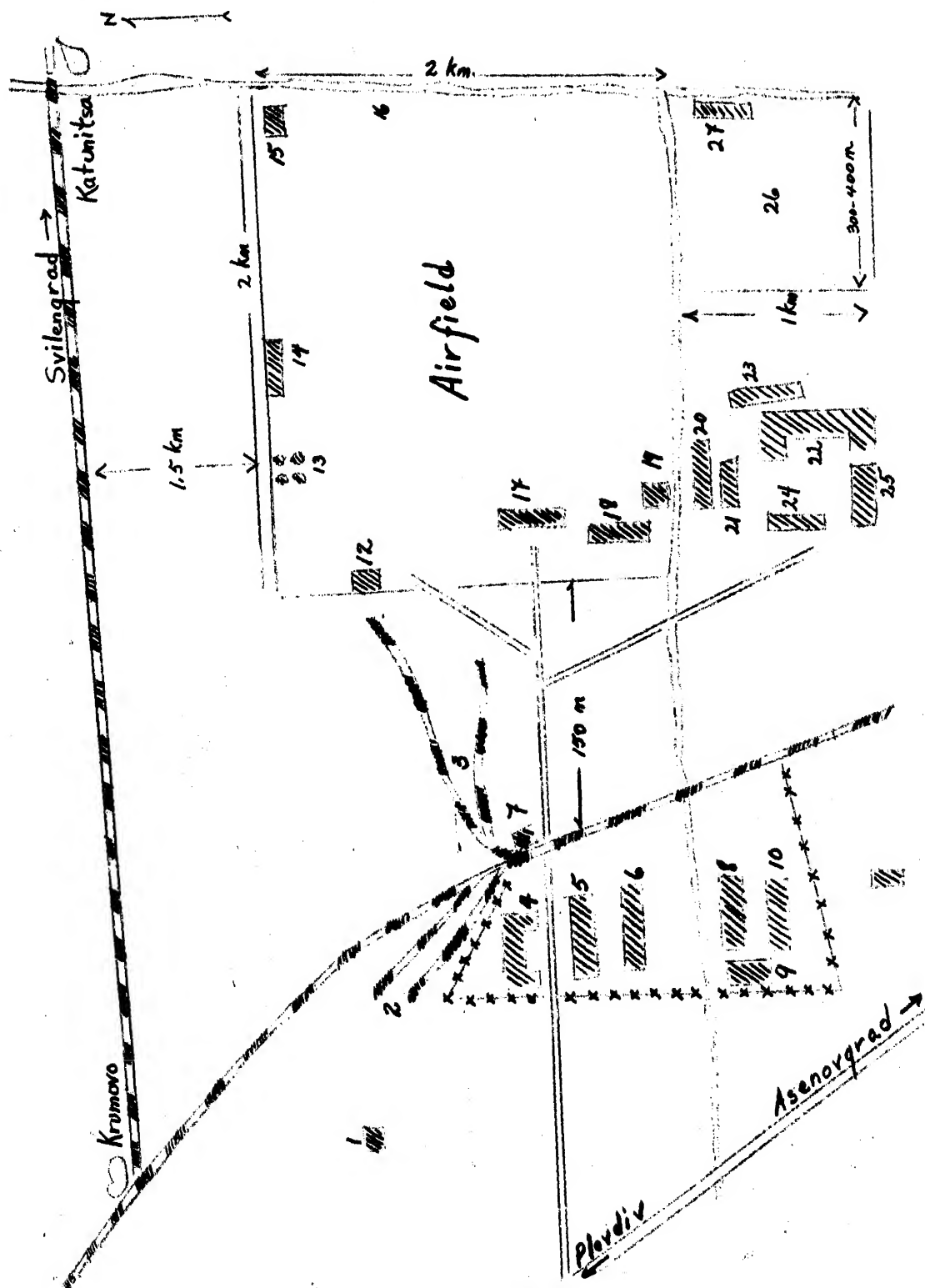
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Appendix A

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Note: Not to scale



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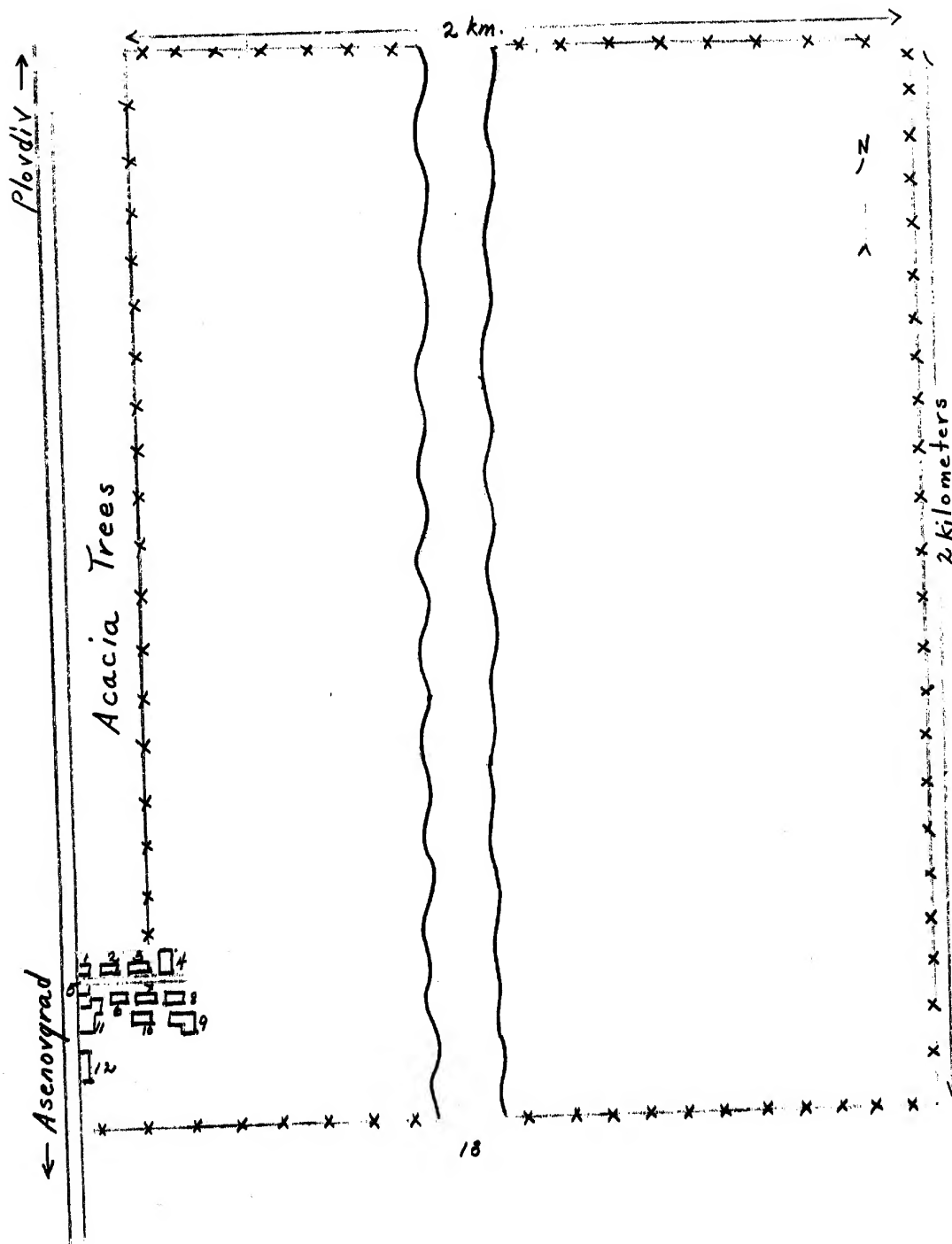
Appendix B

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Scale - 1:10000



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